



# MCDOT NEWS

News from the Montgomery County Department of Transportation, Division of Highway Services

## Peach Tree Road Chipseal Surface Treatment Project

### Project to Begin Soon, Includes Crack Sealing and Chipseal Resurfacing

#### PURPOSE

This newsletter is to inform you of the upcoming roadway repairs and resurfacing of Peach Tree Road, from Old Hundred Road (MD 109) to Barnesville Road, and to describe the process. This pavement system preservation project employs long term strategies to preserve and enhance the physical and operating conditions of the roadway system as it exists and assures a system serviceable for many years. This project falls under the County's Rural/Rustic Roadway Resurfacing Program.

#### BACKGROUND

The Montgomery County Department of Transportation's (MCDOT) Division of Highway Services (DHS) maintains over 5,108 lane miles of streets and highways in the county's transportation system, including Rural/Rustic Roads such as Peach Tree Road. These rustic/exceptional roads exemplify the rural and agricultural landscape of the county and have special characteristics which contribute significantly to the rural, scenic, or historic features of Montgomery County.

As part of our pavement system preservation efforts, MCDOT initiated a new Pavement Management System in 2008. At that time, MCDOT concluded a complete condition inventory of all County roads, identifying and rating the condition of each. This new system has enabled the development of County-wide road resurfacing schedules based on a formula based objective rating system coupled with budgetary parameters.

#### SCHEDULE

The project is scheduled to start during May/June 2014, and

should be completed within approximately two weeks, weather permitting. Working hours for this project will be between 9am and 3pm, Monday through Friday.

#### SCOPE OF PROJECT

Overall, pavement conditions of Peach Tree Road were generally rated as fair, with some areas described as needing more attention. This rating, combined with the Rural/Rustic roadway designation, meets the criteria for Chipseal resurfacing. Often referred to as "Tar & Chip," Chipseal is a pavement surface treatment that combines an overlay of liquid asphalt binder and a layer of small gravel. The Chipseal application used on Rural/Rustic roads throughout the County will preserve the pavement structure as well as natural, agricultural and historic characteristics of the surrounding area.

#### PROJECT WORK PLAN

Generally, the work will proceed as follows:

**1. Crack Sealing** - It may be necessary to clean and seal large cracks in the roadway before resurfacing. A flexible filler material is injected into the cracks, filling voids and preventing water infiltration and damage.

**2. Chipseal Resurfacing** - Asphalt emulsion binder is first sprayed onto the pavement, immediately followed by an application of aggregate (stone). Chipseal is applied in an inch mat over the complete road surface, usually in two separate applications (or "coats"), and provides the roadway with a uniform thickness and appearance. Following placement, rubber tired rollers complete the compaction effort until field testing

indicates that all relevant specifications have been met.

**3. Sweeping of Residual aggregate** - Following the initial application, the road will be swept within 7-10 days to help reduce the amount of surface dust and residual stone, which is evident for a period after the application.

**4. Replace roadway lane markings** - Permanent lane markings, if existing prior to the project, will be replaced shortly after resurfacing operations.

#### IMPACTS

Signage will be posted 7 days in advance of the upcoming roadway Chipseal treatment. Street resurfacing will necessitate temporary lane closures and temporary parking restrictions. Continuous traffic will be maintained at all times utilizing alternating one-way traffic; signs will be posted identifying such restrictions. Access to residences will be available at all times, however minor delays may be experienced as workers restrict traffic from freshly placed material.

Cyclists should proceed with extra caution when traveling on freshly applied material, as loose aggregate stone may cause slippage. The newly Chipsealed roadway will receive two separate sweepings to reduce the residual stone.

Generally speaking, this work is best characterized as noisy and disruptive. However, MCDOT and its contractors will take all necessary steps to mitigate any inconveniences this work may cause.

Quality control for the entire project will be managed by County inspection staff to ensure that the project meets County specifications.



Liquid Binder Application



Chipseal Application



Compacting with Rollers



Loose Aggregate may Cause Slippage

*Thank you for your cooperation and patience as we work to improve Peach Tree Road for residents and users.*



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***KEEPING MONTGOMERY MOVING***

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## NOTICE OF PEACH TREE ROAD CHIPSEAL RESURFACING PROJECT

### SAFETY NOTICE

Please drive gently and safely through the work site and kindly remember that while repair work is underway personnel and construction vehicles will be moving around the site. Some materials may be stored in the area. Please use caution when walking or driving through the construction zone. Children may be attracted to the noise and machinery, so we ask that you please keep all children under close supervision at all times, even after the work is completed for the day. Also, please follow the direction of flaggers and temporary signs and traffic control devices. We appreciate your patience and cooperation while we make these much needed improvements to the infrastructure.

### IMPORTANT MCDOT CONTACTS

**Project Manager:** Martin Wurdeman      240-777-7649  
**Program Manager:** Donald Noble      240-777-7601

Should your questions be of a more general nature please contact the MC311 Call Center at 3-1-1

**DHS Email:**

[mcdot.highway@montgomerycountymd.gov](mailto:mcdot.highway@montgomerycountymd.gov)

**DHS Website:**

<http://www.montgomerycountymd.gov/DOT-Highway/>

On the map, click on the **Poolesville Service Area**, where information is available describing the roadway evaluations and repair processes.

